

Hongkong Daily Press.

ESTABLISHED 1857.

No. 13,179 號玖十柒百壹千叁萬壹第 日玖初月伍年六十二緒光 HONGKONG, TUESDAY, JUNE 5TH, 1900. 式拜禮 號五月陸年百九千壹英港香 PRICE \$2½ PER MONTH.

New Advertisements will be found on page 4.

WATSON'S
LITHIA WATER
IN A PLEASANT DRINK AND INVARIABLE
IN ALL GOUT TROUBLES.
PRICE, 75 CENTS PER DOZEN.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED 1841.

NAPIER JOHNSTONE'S

SQUARE BOTTLE WHISKY
The sale of this good Scotch increases month
by month. It is of Superior Quality and of
CUTLER, PALMER & CO.'S SELECTION.
Sole Agents for Hongkong.
LANE, CRAWFORD & CO.

JOHN WALKER & SONS'
KILMARNOCK WHISKY.

This World-renowned
Fine Old Highland Whisky is shipped by
CUTLER, PALMER & CO., and
is obtainable in Hongkong of
G. C. ANDERSON,
No. 13, Praya Central.
Hongkong, 26th July, 1898.

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815,
Who have consigned their Brands to Hongkong
for over half a century.
Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central

CUTLER, PALMER
& CO.'S

Price \$10.75 per Dozen

NET

"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies

Apply to
SIEMSEN & CO. Hongkong.

VICTORIA
CYCLE
EMPORIUM.

THE pleasure of cycling consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fitting of every description.
Repairs can be had in second hand Machines.
Repairs executed with promptitude and skill.
Finishing a specialty.

McKIRDY & CO.,
43 & 45A, QUEEN'S ROAD EAST.
Hongkong, 2nd November, 1899.

HONGKONG HIGH-LEVEL TRAM
WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.30 a.m. Every quarter of an hour
8.30 a.m. to 9.30 a.m. Every ten minutes
9.30 a.m. to 10.45 a.m. Every quarter of an hour
11.30 a.m. to 3.30 p.m. Every quarter of an hour
3.30 p.m. to 6.30 p.m. Every quarter of an hour
6.30 p.m. to 8.00 p.m. Every ten minutes
Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.

SATURDAYS.
Extra Night cars at 11.30 and 11.45 p.m.

8.15 a.m. to 10.15 a.m. Every half hour
10.30 a.m. to 11.00 a.m. Every ten minutes
Noon to 2 p.m. Every quarter of an hour
2.45 p.m. to 5 p.m. Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN H. HUMPHREYS & SONS,
General Managers.
Hongkong, 1st May 1899.

HOTEL.

VICTORIA HOTEL.
SHAMEN-CANTON.

THIS FIRST CLASS HOTEL having
been thoroughly renovated, and a new
specially built 3-Storey wing added to it, now
affords splendid Accommodation for 40 to 50
Visitors.

The Bed Rooms are airy and comfortably
furnished, and the Dining and Sitting Rooms
are spacious and replete with every convenience
for Tourists.

Excellent Cuisine and best Wines.
The Hotel's Best boards all Steamers on
their arrival and departure.

Telegraphic address "Victoria, Canton."
A. B. C. and A. C. C. used.
MADAR & FARMER, T. F. DA CRUZ,
Proprietors.
Hongkong, 16th November, 1899.

EVERYTHING KNOWN IN MUSIC.

THE
ROBINSON PIANO CO., LD.,
MANUFACTURERS.

LANE, CRAWFORD & CO.

WINES & SPIRITS
OF THE BEST QUALITY ONLY.

CHAMPAGNES—AYALA, ROUSSILLON, SPARKLING "DRY ROYAL" SAUBUR.
BURGUNDIES—CHAMBERTIN, POMMARD, CHABLIS, &c. CHianti, CAPEL.
HOCKS—HOCKHEIMER, LAUBENHEIMER.
SHERRIES—CONDE DE TERNES, CARRERA.
PORT—RED SEAL.
WHISKIES—NAPIER JOHNSTONE'S, BUCHANAN'S, COCKBURN'S.
BRANDIES—HENNESSY'S AND BSAW.
GIN—LONDON DRY, BOARD'S OLD TOM AND PLYMOUTH.
LIQUEURS—ALL KINDS AND BEST QUALITY.
BRITISH WINES—GINGER WINE AND BRANDY.
FOSTER'S ALES AND STOUTS, &c. &c. &c.

MANILA CIGARS.

ALWAYS ON HAND THE BEST MARKS

FROM
"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES.
J. M. DE ZUNIGA,
Entrance, ICE HOUSE STREET (Victoria Hotel)

THE VICTORIA DISPENSARY.

HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE.

TONIC WATER.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

SUMMER REQUISITES.

COTTAM & CO.

Have a Full Stock of
BATHING DRESSES, BATH GOWNS, BATH TOWELS,
SUMMER UNDERWEAR, &c. &c.

OLD
SCOTCH
WHISKY.

CLUB
WHISKY.

TEACHER'S
HIGHLAND
CREAM.

\$15.00 per doz.

\$12.00 per doz.

\$13.00 per doz.

THE FINEST WHISKIES AT THE PRICE ON THE MARKET.

SOLE AGENTS—

H. PRICE & CO.

12, QUEEN'S ROAD.

PHOTOGRAPHIC

PLATES, PAPERS AND CHEMICALS.
EASTMAN'S KODAKS, FILMS AND ACCESSORIES,
DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & Co.,

17A, QUEEN'S ROAD, HONGKONG.

CARBOLACENE

REMOVES DIRT.

PREVENTS DISEASE.

IN BRIEF.

FACTS.

WHAT IS
CARBOLACENE?

HOW DO
YOU USE IT?

A LIQUID
Cleaner Disinfectant,
SAFE and rapid in action
Does away with Scabs and
Disinfectants! REMOVES
DIRT immediately! PRE-
VENTS DISEASE effectually.

WON'T INJURE THE SKIN.
MIXES AT ONCE WITH WATER
WILL WASH CLOTHES.

BRIEF AGAIN.
Simply
pour a Cupful in a bucket of
water and apply in usual fashion
SPECIALLY NOTE
how rapidly all things are rendered
SWIFT and CLEAN.

SOLE CONSIGNEES:

WATKINS, LIMITED,

BISMARCK & CO.,

ENGLISH ADMIRALTY COAL. ELECTRIC FAN SETS AND MOTORS. DRY
AND WET BATTERIES. ALL COLOURS OF HUNTING. GERMAN CIGARS.
IMPERIAL AND LAGER BEER.
Fresh Water Supply at Shortest Notice. Terms Moderate.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC,

\$22.50 PER DOZ.

Distinguished by 4 Stars on the Label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY:—

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old, the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS, THEY ARE UNEQUALLED AT THE PRICES.

AGENTS—SIEMSEN & CO., HONGKONG.



15, Queen's Road,
Hongkong.
Telephone No. 75.

CHAMPAGNES.

PAUL DOMMERIE & CO. (FIRST QUALITY).

PAUL DOMMERIE & CO. (GOLD MARQUE).

C. H. DARGONNE & CO.

IRROY & CO. CARTE D'OR.

LANSON PERE ET FILS.

PIPER HEIDSIECK, GOLD FOIL.

GIESLER & CO. PRIVATE CUVÉE.

ROLLING & CO. EXTRA QUALITY.

LOUIS ROGER, GRAND VIN SEC.

POMERY AND GREN.

IN MAGNUMS, QUARTS & PINTS.

CALDBECK, MACGREGOR & Co.,

Sole Agents,
HONGKONG AND CHINA.

AUCTIONS.

GOVERNMENT NOTIFICATION.

No. 272.

THE following Particulars and Conditions of
Sale of CROWN LAND BY PUBLIC
AUCTION, to be held at the Office of the
Public Works Department, THIS DAY
(TUESDAY), the 5th day of June, 1900, at
3 P.M., are published for general information.
By Command.

F. H. MAY,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 20th May, 1900.

Particulars and Conditions of the Letting by
Public Auction Sale, to be held THIS
DAY (TUESDAY), the 5th day of
June, 1900, at 3 P.M., at the Office of the
Public Works Department, by
Order of His Excellency the Officer
Administering the Government, of One
Lot of Crown Land at Ma-Ti, Kow-
loon, in the Colony of Hongkong, for a
term of 75 Years, with the option of renewal
at a Crown Rent to be fixed by the Surveyor
of Her Majesty the Queen, for one further
term of 75 Years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.				Containing in Square ft.	Annual Rent.	Upset Price.
			N. ft.	S. ft.	E. ft.	W. ft.			
1	Kow- ion Inland Lot No. 1,083	Bla Ti	37.6"	37.6"	25.0"	25.0"	1,687	19	84

PUBLIC AUCTION.

THE Undersecretary has received instructions
to Sell by Public Auction by order of the
Royal Danish Consulate,
on
FRIDAY,
the 8th June, 1900, at Noon, on board,
The Danish Barkentine
"FRANZ."

359 Tons Register, with all her GEAR,
ANCHORS, CHAINS, SAILS, &c. (except
provisions), as she now lies in this Harbour.
The ship with all faults and errors of descrip-
tion to be at buyer's risk at the fall of the Ham-
mer.

Payment: Cash at the fall of the Hammer.
The ship can be inspected daily from morning
till sunset. A steam launch will leave New Pod-
dar's Wharf on the day of the auction at 11.30
a.m. to convey intending purchasers.

PAUL BREWITT,
Auctioneer.
Hongkong, 1st June, 1900.

CARMICHAEL & BARLOW,

CONSULTING ENGINEERS, SURVEYORS, AND
CONTRACTORS,
QUEEN'S BUILDINGS.

DESIGNS and Specifications prepared for
any class of Steamships, Launches and
light-draught vessels a specialty. Contractors
for the supply and erecting of any type of
machinery. New work and repairs supervised.
New and second hand Launches for Sale.
Telegrams, "CELESTE," Hongkong.
Telephone, 292.

H. F. CARMICHAEL,
E. J. BARLOW.
Hongkong, 1st June, 1899.

CARTRIDGES.

NOBLE'S SPORTING BALLISTITE.
Absolutely Smokeless and Water-resisting.
THE BEST NITRO-POWDER IN THE WORLD.
PRICE OF 12-BORE CARTRIDGES:—
Loaded with Powder only. and 1 oz. of Shot.

Primrose Cases \$5.65 \$7.40
Pergamon Cases 6.25 8.00
Ejector Brass Cases 6.90 8.65
5 per cent. discount on orders of 1,000 and over.

Apply to
WM. SCHMIDT & CO.,
Gunmakers,
Hongkong.

Hongkong, 27th July, 1897.

GREEN ISLAND CEMENT COMPANY,

PORTLAND CEMENT.

\$4.50 per Cask of 375 lbs. net or Factory.
\$2.80 per Bag of 250 lbs.
SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 9th February, 1900.

DAVID CORSAIR & SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPAULING

ARNHOLD, KARBURG & CO.,
Sole Agents.

144

SANITARY BOARD.

OWNERS of HOUSES situated in the
Western Division of the City of Victoria
who have not had their PREMISES LIME
WASHED and CLEANSED in accordance
with Law are reminded that the period during
which this work should be finished ends on the
30th day of JUNE, 1900, and the Sanitary Board
being convinced of the necessity of cleanliness
in its efforts to stamp out Plague, is determined
to rigorously prosecute any Owner in default
after the above named date.

By Order of the Board.
G. A. WOODCOCK,
Acting Secretary.

Sanitary Board Office,
1st May, 1900.
Note.—The Western Division of the City lies
to the West of Morrison and East
Streets.

Arrivals, Departures and other Shipping In-
telligence will be found on pages 6 and 7.

INTIMATION.

GOLD MEDAL PARIS 1878 1889.

of Highest Quality
and having Greatest
Durability are there-
fore CHEAPEST.

JOSEPH GILLOTT'S

The Only
Award
Chicago, 1893

PENS.

NUMBERS FOR CREDIT BANKERS
Hartel Pens, 225, 226, 227, 228,
229, 230, 231, 232, 233, 234,
235, 236, 237, 238, 239, 240,
241, 242, 243, 244, 245, 246,
247, 248, 249, 250.

In Fine, Medium, and Broad
Points

THE NEW TURNED-UP POINT, 1692
283

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and
Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cabins of the best.

Hot and Cold Water throughout.

Wines and Groceries imported specially from
Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by
Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor.

CHARGES MODERATE.

144

THE

PEAK HOTEL.

City Office: 7, Duddell Street.

1023

THE

PEAK HOTEL.

City Office: 7, Duddell Street.

1023

HOTEL CRAIGIEBURN.

CENTRALLY situated at Pinnat's Gap,
The Peak, 1,500 feet above sea level and
500 yards from Tram Terminus.

For Terms, &c., apply to the
Tel. 56.

MANAGER.

Hongkong, 2nd April, 1900.

1029

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

A

FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly
Spacious Rooms.

Very MODERATE TERMS to FAMI-
LIES, by the DAY, WEEK, or MONTH.

SINGLE ROOMS from \$4 a day, inclusive
of BOARD and ATTENDANCE.

43

THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 45 Bed-
rooms, elegantly furnished.

The Hotel is situated near all the Banks and
Principal Offices in the Colony.

Special Attention paid to the Comfort of
Guests.

Cuisine excellent; under Experienced Ma-
nagement.

Terms Moderate.

A. FONSECA,
Manager.

Hongkong, 1st December, 1899.

46

"BOA VISTA" HOTEL

MACAO.

THE only FIRST CLASS HOTEL in the
Colony. Moderate terms by the day or
month. European Management.

MACAO is distant 40 miles West of Hong-
kong and the journey is made each day (Sun-
days excepted) by the Magnificent Saloon
Steamer "HEUNGSHAN" in 3 hours, leaving
Hongkong at 2 P.M., and Macao at 8 A.M.

Connection made by Company's Steamer to
and from Canton.

Tourists should not miss the chance of
visiting this famous old City.

For Terms, apply

J. H. CHESNEY,
Manager.

Telegraphic Address, "Boavista."

1064

INTIMATIONS.

BROWN, JONES & CO.
MONUMENTAL SCULPTORS.

AMERICAN MARBLE.
ITALIAN MARBLE.
HONGKONG GRANITE.
Designs and Prices on application.
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

- A—THORNE'S BLEND, White Capsule \$10.80
- B—WATSON'S GLENROCH, MELLOW BLEND, Blue Capsule with Name and Trade Mark 10.80
- C—WATSON'S ABELOUR-GLENLIVET, Red Capsule, with Name and Trade Mark 12.00
- D—WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES. Violet Capsule 14.40
- E—WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY, Gold Capsule 15.00
- THORNE'S BLEND and WATSON'S GLENROCH are high class Soda Whiskies, of greater age than most brands in the market

ABELOUR GLENLIVET is a very old Pot Whisky (Smoky) and is not now to be replaced in stock at the price D is well known for its fine flavor. E is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

A. S. WATSON & CO., LIMITED,
WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

NOTICE TO CORRESPONDENTS.
Only communications relating to the news columns should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymous or signed communications that have already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that time the supply is limited. Only supplied for Cash.
Telegraphic Address: Press—A.S.C. Code.
P.O. Box 31. Telephone No. 12.

The Daily Press.

HONGKONG, June 5th, 1900.

THE Boxer trouble has at length got beyond a threat. Open warfare is proceeding in the province of Chihli, and foreigners have had to fight for their lives—have even, it is to be feared, lost their lives in a struggle against tremendous odds. Our telegram this morning, it is true, corrects the previous report that four of a party of British, American, and Belgian refugees had been killed while fighting their way from Peking down the Peiho River to the nearest place of safety, Tientsin. But the amended version of the news may be still worse, for seven of the unfortunate party of Belgian railway engineers are reported missing, and small hope seems to be entertained of their escape from the fanatics into whose hands they have fallen. And yet it is barely a month ago since Mr. CORCORAN, the United States Minister at Peking, cabled (as the last mail tells us) that "he had reason to rely upon the assurances given by the Chinese Government as to the orders issued for the full protection of foreigners." Still less time ago the Foreign Ministers at Peking failed to see any reason for concerted action. They have changed their minds since, but too late. The Boxers have been allowed to grow too strong. They have killed native Christians with impunity and defeated such Imperial troops as were sent against them. A Peking correspondent writing to Shanghai on the 25th ult. told of one of these victories, as well as of the flight of a magistrate from Chio-chow, thirty-five miles from the capital, for the reason that he was obnoxious to the rioters. The way in which the Imperial Government has treated the Boxers is sufficiently illustrated by the Imperial Decree

which we publish elsewhere, in the translation telegraphed to our Shanghai contemporary, the *North-China Daily News*. The Boxers from this remarkable document would appear to be a loyalist society, into whose ranks have crept by stealth certain evil characters, who have made use of the patriotic organization to create trouble little short of actual rebellion. To cope with these ruffians the Generalissimo is ordered, in the usual Chinese fashion, to capture the ringleaders, while the local authorities are commanded to protect the Christians. The facts that the Imperial troops have already been defied, and that the local authorities, if not corrupt and in collusion with the Boxers, are obviously powerless to do anything against them, are calmly disregarded. The Emperor, too, as we read yesterday, is very much distressed at the massacre of Christians and has herself provided coffins for them. Is this a mere farce, or is it a token of childlike despair, or rather dudge? It is difficult indeed to decide; nor for practical purposes does it much matter. Affairs some time ago reached a point beyond the limits of toleration, but the habitual optimism of Foreign Ministers at Peking blinded them apparently to the fact, thereby giving China a little more rope wherewith to hang herself. She has not missed the opportunity, and consequently the time for mere "diplomatic pressure" has passed. There is no question of an isolated attack on a missionary; there is an organized anti-foreign crusade, though the principal victims so far are, it seems, the Belgian engineers engaged on the section of the Lu-Han line beyond Peking-fu. That their sufferings while fighting their way through in the direction of Tientsin have been terrible may well be believed. Steps have now to be taken to prevent the recurrence of such events. With the present dynasty on the throne there can be no security; for, the Empress Dowager removed, who will feel confident that the nominal Emperor has the strength, though he undoubtedly has the desire, to govern justly and firmly? Could he stand alone, the outlook would not be hopeless. But in a joint guarantee of the Powers, such as has often been suggested of late, there seems no promise of stability, nor is there a likelihood that the Chinese would be satisfied, or that they would remain, for all their past acquiescence, loyal to the dynasty which has brought them to the present state of humiliation.

Owing to the rain yesterday evening the Trooping of the Colours by the Hongkong Regiment was unavoidably postponed.

The holders of the concession of the Unsan gold mine, Corea, are now stated to be "Messrs. Morse, Hunt, and others." Mr. J. R. Morse is president of the American Trading Co., Yokohama.

Two men from Pakhoi were dealt with at the Magistracy for bringing five girls into the Colony for the purpose of emigration. The defendants had brought the girls from Pakhoi and purposed taking them to Canton and selling them there.

On the arrival of the French mail from Saigon Chief-Detective-Inspector Hanson went on board with a warrant for the arrest of a Chinaman from Saigon, who was wanted for embezzling \$2,000. When arrested the man was found to be in possession of all the money with the exception of about \$200. The defendant admitted his guilt at the Magistracy, and on the application of the French Consul an order was made authorizing his being sent back to Saigon.

On the 30th April Mr. Ritchie, in reply to a question in the House of Commons on the subject of the *Chebin* of which we spoke yesterday, said that the vessel was not subject to the specific regulations referred to in the question (those of the Board of Trade), because, treating as she was between ports abroad, she was neither a passenger steamer nor an emigrant ship within the meaning of the Merchant Shipping Act. "My attention has been directed," he said, "to the finding of the Naval Court at Suat with regard to the condition of the vessel, and I shall consider whether it is right for me to take any, and, if so, what steps in the matter; but I am certainly not prepared to assent to the proposition that British vessels trading abroad which are exempt from any of the requirements of the Merchant Shipping Act should not be allowed to fly the British flag."

At the Magistracy yesterday a man named Leung Sik was charged with being in illegal possession of arms. Mr. Monney, who appeared for the defendant, said his client returned from San Francisco in the *Rio de Janeiro*, and purposed going on to Canton. When in San Francisco he was asked to take four Winchester rifles to Canton as personal luggage, the bills being made out to a firm in Canton, and during transhipment the rifles were seized. Under the circumstances he asked His Worship to impose a nominal penalty and allow the defendant to proceed to Canton with the arms. Inspector Gould admitted that what Mr. Monney said was correct. Sergeant Gourlay said a lot of arms were taken into China in this way. Mr. Hazeland imposed a fine of \$5 and ordered the arms to be forfeited, telling Mr. Monney he had better apply to the Colonial Secretary and see whether he would allow the defendant to have the arms.

The three alleged Fenians implicated in the attempt to blow up the Welland Canal Locks, Canada, have been sentenced to life imprisonment.

A squadron of mounted native scouts is to be organized by Lieut. Col. Wilder in the Philippines under the name of the Squadron of Philippine Cavalry. Manila is talking of raising a local militia, for which the patronage of the army, navy, and Civil Commissioners will be asked.

Mr. John W. Foster, formerly United States Secretary of State, who is looking after the Boer delegates during their visit to America, was counsel for Li Hung Chang in making the treaty between China and Japan, and has acted as agent for both nations at Washington on several occasions. Mr. Foster has also been called upon as confidential adviser to President McKinley on Eastern matters.

The medal for the present South African campaign will be the most expensive and the most ornate issued by the War Office in recent years. The medal proper is a five-pointed star with a gold centre surrounded by a ring of bronze, on which the words "South Africa" appear in raised letters. In the centre of all is a miniature of the Queen. The medal is the same size as the Khedival Star of 1891. The ribbon is of four colours: a stripe of khaki in the centre, two of white, and one each of red and blue. There will probably be a bar granted for each important engagement.

A Reuter's telegram dated Melbourne, May 4, says: "The Postmaster-General of New South Wales and Victoria have come to an agreement on the disputed points in the proposed agreement with the Eastern Extension Telegraph Company. The arrangement is made subject to the approval of the company, and the ratification by the Victorian and New South Wales Parliaments, which will not meet for two months. The tariff in the meantime will remain unaltered. The two Governments are to have the option of purchasing the cable. No other company is to be allowed to open offices in the colonies before the Extension Company."

The Chinese Minister in London, Sir Chienchen Longfeng paid a visit to the other day to the Old Bailey and expressed his admiration for the British method of judicial procedure. His secretary told a *Daily Mail* representative that what struck him most was that under our system a miscarriage of justice must be very rare. He liked the way in which the witnesses voluntarily gave evidence upon oath; but he was especially pleased to think that the accused could give voluntary evidence and say just as much, or as little, as he liked. He was of opinion that it is a much better way than extracting a compulsory confession by means of torture. It was his most earnest hope that some day the system now in vogue in China may be substituted by the English method of dealing out justice, and he for one would do his best to bring about such a change and further the cause of progress.

A correspondent who has just visited Hunan province writes to the *N. C. Daily News* very enthusiastically. He says the alteration in Siangtun, for instance, is something wonderful, and none except those who saw the Siangtun of old can have any idea of the greatness of the change. "But it is only an illustration of what is going on all over Hunan," he says. "The whole province is ripe for innovations and improvements of every kind." And in Changsha he was much struck with the fine buildings. Many of the shops are large and well stocked. Some of the streets are comparatively wide, and all the streets, whether wide or narrow, are remarkably clean, and well paved with large slabs of granite. "The population of Changsha," he continues, "is supposed to be more than half a million. If I may judge from what I saw of the city, I should say that this estimate is rather below than above the mark. The population of Changsha is larger than that of Siangtun; but Siangtun occupies the first place commercially. I was delighted with what I saw of both the city and the people of Changsha."

The Odessa correspondent of the *Standard* telegraphed last month—It is abundantly evident that the extraordinary activity lately observable in the Japanese armaments and dockyards, and in the chief military centres, is causing not a little anxiety at St. Petersburg. In addition to the daily despatches received by the Government from its own political agents in Japan, every scrap of information reaching London from the Far East is collected and transmitted to the Asiatic section of the Russian Foreign Office. The grand Naval Manoeuvres, fixed by the Tokyo Government to take place next week, are viewed with suspicious interest from the banks of the Neva, and are presumptively spoken of as being covertly intended to constitute a demonstration against Russia and Russia's lesser maritime power in the Far East. Orders have been telegraphed to the Admiral commanding the Russian squadron to keep a close observation upon the Japanese fleet in the waters lying between the Island of Iushima and the Korean coast. It is not improbable, however, that the Japanese Admiral may, at the last moment, disappoint the Russians by suddenly changing the site of his evolutionary operations. It is significant that this possibility is taken into due consideration at St. Petersburg. It is no longer denied that Russian diplomacy has for some time past been outmanoeuvred by the astute Japanese, and the most lively distrust of its increasingly powerful Far Eastern neighbour, the further development of whose ulterior designs still remains an uncertain quantity. The Japanese learned a lesson at Simonseski which they are not likely to forget.

The *Glory*, little ship, is to be ready for commission at Portsmouth by the first week in July.

Lieut. Colonel N. P. O'Gorman has been granted an extension of six months from April 18 in his appointment as D.A.A.G. China.

Although no orders had been received, it was understood that Captain the Hon. Hedworth Lambton, C.B., would pay off H.M.S. *Powerful* at Portsmouth about the end of last month.

The *thd's* *Officer*, Lieutenant and Commander H. D. Wilkin, and *Junior*, Lieutenant and Commander R. G. Corbett, left Gibraltar on 29th April for China. The *Junior* has since broken down and is detained at Port Said.

In order to complete the repairs of the machinery of the *Argonaut*, cruiser, Captain G. H. Cherry, as expeditiously as possible, workmen were being employed last month at Chatham both night and day.

A Calcutta telegram on the 18th ult. reported that the numbers in receipt of famine relief had then risen by 38,000, making a total of 5,601,000. There had been an increase of 62,000 in the Central Provinces; 29,000 in Berar; 11,000 in Ajmer-Merwara; and 8,000 in Baroda. Decreases had occurred of 41,000 in Bombay and Sind; 21,000 in Central India States; and 15,000 in Rajputana States.

The *London and China Express* for May 3rd says: "We have not heard much lately concerning Weihsui. Opinion at home is still much divided as to the real value of our latest territorial acquisition in China, and as to what should be done with it. There are writers in the Press who are never tired of pointing out what Russia is doing at Port Arthur and Germany at Kiaochow as examples to be followed by Great Britain in regard to Weihsui, but without attempting to discuss the pros and cons of the question. At the present moment we may say that nothing has occurred to modify our way or the other the decision of the Government to regard the place as a kind of secondary naval base."

SANDAKAN NOTES.

(FROM OUR CORRESPONDENT.)
Sandakan, 25th May.
The Queen's Birthday was joyfully observed here, a Royal salute being fired, and also a "for de jole" at the early morning special Constabulary Parade, whilst the Royal Standard was flying at the Government House flag-staff.

The Birthday decoration of H. E. Hugh Clifford with the order of O.M.G. has given intense satisfaction here, though it is, of course, recognised that the honour is for His Excellency's work in Perak, and has nothing whatever to do with the most excellent service he has already done for this territory.

Twenty-six of the natives concerned in the recent attempted riot on Kudat were very smartly captured last week. The Governor and a number of the Constabulary Staff left Kudat in the steamer *Lobuan*, and, touching at three points between there and Sandakan, at dead of night, arrested the men, and secured a large quantity of arms, etc. The whole thing was carried out so successfully that there was not the slightest hitch, and "confessions" were made the order of the day. This carrying of the war into the enemy's own country, so to speak, will doubtless have a most salutary effect, and little, if any, further trouble is looked for. This, as an example of our new Governor's methods, is an index to his energetic and thorough mode of business.

Another important improvement we have to thank H. E. Hugh Clifford for is the legislation of the tender of Singapore Bank Notes. The currency question, i.e., the tightness of money, owing to the small issue of Government Notes, has been the cause of growing discontent for some time past in the commercial community, and the legalising of Singapore Bank Notes in the territory is causing the greatest satisfaction.

The steam-launch *W. B. Pryer* recently built here by The North Borneo Trading Co., Ltd., has been sold to Messrs. Pailing & Co., the Contractors for the new Railway, for twenty thousand dollars.

The Chinese-owned steam-launch *Defiance* has capsized, through the breaking of a rope, in the Segalind river, and it is feared, will prove a total loss.

LATEST STEAMER MOVEMENTS.

The P. & O. steamer *Bengal* left Singapore for this port on the 2nd instant, at 5 p.m., with the outward English mails, and is due here on the 7th instant, at about 8 a.m.

The H. A. L. steamer *Silene*, from Hongkong, left Singapore for this port on the 2nd instant, and may be expected here on or about the 4th instant.

The N. P. steamer *Montparnasse* has arrived at Yokohama and sailed for Portland on the 2nd instant.

TELEGRAMS.

"DAILY PRESS" SERVICE.

TRANSIT, 3rd June, 1.5 p.m.

THE TROUBLE IN THE NORTH—A CORRECTION.

Yesterday's telegram was inaccurate. There were no British and American missionaries among the refugees; and instead of four killed, it should have read that seven are missing and their lives are despaired of.

ESCAPE OF SOME BELGIANS.

Twenty-three Belgians have arrived here wounded, after awful sufferings.

London, 3rd June, 9.53 a.m.

THE WAR—THE STATE OF JOHANNESBURG.

Lord Roberts from Orange Grove reports that Johannesburg is quiet, and numbers of Boers are surrendering their arms and ponies. Only three guns were left in the fort.

SOME BIG CAPTURES.

The Queenlanders have captured a Creusot gun and eleven waggons with stores and ammunition. Commandant Botha of Zoutpansberg with a Field Cornet and 100 other Boers have been captured during the fighting round Johannesburg.

REUTER'S SERVICE.

London, 2nd June.

THE WAR.

A thousand rebels surrounded and severely attacked 700 British troops under Sir Charles Warren at Feherspruit near Douglas. The rebels were repulsed after severe fighting. The British loss was 15 killed and 30 wounded.

REBELS IN THE ORANGE RIVER COLONY.

At a people's Congress of 800 influential Dutch colonists at Graaf Reinet, violent anti-British speeches were made, and resolutions adopted which would cause intolerable interference with the Imperial Government's African affairs. Also that if the republicans were annexed the country would never know peace and harmony again, and that the restoration of unqualified independence be insisted on.

London, 2nd June.

THE WAR.

The Highland Brigade arrived at Heilbron on the 29th May, having been opposed all the way from Ventersburg. Casualties 8 men killed, 4 officers and 32 men wounded.

Reuter's Correspondent at Windburg, 31st May, says that General Buller's object on the 29th May was to draw the enemy from Lindley where 500 Boers were isolated; the object was attained but the engagement lasted all day. The Boers occupied a lofty kopje. The Guards lost heavily owing to the accidental firing of the valley by men by which means the khaki uniforms were rendered conspicuous. The Grenadiers lost 62 killed and 99 wounded; Scots Guards 4 killed and 17 wounded.

THE ADVANCE ON PRETORIA.

Telegrams from the Transvaal have stopped; the latest one stated that the Boers held all the positions round Pretoria.

THE DEADLOCK AT ABERDEEN.

A CRITICAL STATE OF AFFAIRS.
A critical state of affairs exists at Aberdeen just now, and it is to be hoped that a special effort will be made to put things right before anything really serious happens.

The harbour is still crowded with junks, the occupants being afraid of going to sea, as they cannot be made to see the absurdity of the story that a launch is prowling about the vicinity on the look-out for old people and children for the foundations of the Kowloon-Canton Railway. There are hundreds of junks congregated together, and if a launch should unfortunately enter the harbour at night there is no telling what might happen. There can hardly be any doubt that there would be a loss of life.

About ten o'clock on Sunday night Sergeant Langley heard a cannon fired, and on enquiring as to the cause was informed that a launch containing probably a picnic party had been seen to enter the harbour. On the shot being fired, however, she put out her lights and steamed away with all speed. Sergeant Langley took the owner of the junk on which the cannon was fired into custody, and yesterday the man was brought before Mr. Haslam at the Magistracy and charged with an offence under section 2 of section 23 of Ordinance No. 26 of 1891 (the Merchant Shipping Ordinance), which says that no cannon, gun, fire-arm, or fire-work of any description shall be discharged in the waters of the colony from any merchant vessel, except under certain conditions, under a penalty not exceeding \$200. The case was adjourned until Wednesday. When spoken to by Sergeant Langley the defendant admitted that he had been warned by the head man of the village.

In the meantime things are at a complete deadlock at Aberdeen. No fish is brought in, and the price of food is consequently going up.

SWATOW.

[FROM A CORRESPONDENT.]
Swatow, 2nd June.

Yesterday being the Dragon Boat Festival which is a holiday for the Customs and all the European Hongkong Sailing Bagnats took place, in which eleven boats participated. This race was called on the Queen's Birthday, but was declared by the judge "No Race" owing to the three winning boats not covering the course in the specified time of three hours. The boats that sailed in the race were the following: "Ada," Mr. Haselcup, sailed by himself; "Evo," Jardine, Matheson & Co., sailed by Mr. Lanring; "Fehlung," Harbour Master, sailed by Mr. Blake; "Intitia," Butterfield and Swire, Mr. Williams; "Lungwang," Assistant, Mr. Lung; "Mabel," British Consular, Mr. Brian; "Oge," Pilot, Mr. O'Sullivan; "Taiting," Commissioner, Mr. Perry; "Tehke," Bradley & Co., Mr. Fexrier; "Tilly," Pilot, Mr. Pearns; "Usung," Doctor, Mr. Olsen.

The start of the race was a pretty sight to look at, the boats passed the stake-hut one after another with only about a few seconds between them. The wind and tide being in favour of the moors there was nothing left to be desired. As is usual in such races accidents of various nature occurred. The "Mabel," the Consular boat, dismasted and naturally did not finish. The favourite "Tehke" capsized and but for the prompt assistance rendered by approaching sampans, and particularly by Mr. Andrew who cruised about in a steam-launch, grave consequences might have ensued.

The race began at 2 p.m. and finished at about 4 p.m. with the following result. "Evo" first prize, "Ada" second prize, and "Fehlung" third prize. The prizes consisted of 70 per cent, 20 per cent, and 10 per cent of the amount of entrance fees, which were 85 per boat. By a strange coincidence there were no steamers in the stream, which made it far easier for the boats who took part.

The Regatta caused quite a stir and excitement among the inhabitants and one could see throngs of Chinese viewing the race with the greatest of interest, as did the Europeans, which goes without saying.

The Chinese here do not seem to celebrate the great Dragon Boat Festival in so much pomp as the Chinese in Canton usually do. One also does not see here a race between two Dragon boats, which in itself is very pretty to watch.

AN IMPERIAL DECREE.

THE EMPRESS AND THE BOXERS.
The following Imperial Decree appears in the *North China Daily News* which it was communicated by telegraph. It is dated 23rd May. It is a view of the fact that, of late, a large number of the country people living in the vicinity of Peking had begun to learn, and practice boxing and fighting, and in our fear that they may be evil characters among the good (the "good" people here are meant those who practice boxing with the intention of some day helping the Manchus against foreigners—Translator), who might take the opportunity offered to create disturbances, we did repeatedly command the authorities outside Peking to exercise strict restraint upon the people and suppress the movement. We now, however, learn that large numbers of disbanded soldiers and secret society ruffians have entered the Boxer organisation as a cloak to their own designs and have seized the chance to create trouble. They have even gone so far as to kill some military officers, to burn telegraph poles, pull down the lines and destroy the railroads. What difference does it make between such reckless conduct? We hereby command the Generalissimo of our Armies (Jung Lu) to hasten, in conjunction with the local authorities, to suppress the leaders of these ruffians and to disperse the gathering. If, instead, the measures are taken by these people, rebellion at once must be declared by the Government. People's leaders are nowadays most exorable and liable to be lulled to a dangerous degree, whereby an attempt will surely be made to trouble the Christians. We command the local authorities to protect the latter from harm and prevent the culmination of a catastrophe.

THE MASAMPO AFFAIR.

This Tokyo correspondent of the *Nogata Press* wrote on the 2nd ult.—
This vexatious affair seems to be still dragging through its wearisome routine of official negotiations between the Japanese and Russian Ministers in Seoul. The unfortunate Japanese owner of the land, who has been shut out of his holding by the Russian authorities, desired the Russians to exchange it for a piece of land owned by them elsewhere. This proposal was declined. The Russian authorities simply wanted him to give up the possession of the land, but the Japanese owner refused to do so. He is determined to hold the land over to the Russian authorities in consideration of a pecuniary compensation. If a sufficient sum could be obtained to cover the actual expenses involved and to remunerate him for all the trouble he has had, the matter might be settled amicably. But the Russian representative appears to be determined not to respect the owner's wish for his claim. Hence the present deadlock. According to the latest intelligence from Fusan, it appears that the Japanese Minister is bringing official pressure to bear upon the man to accept the Russian offer. This state of things is not calculated to inspire confidence in the capacity of Japanese diplomats. Already a piece like the *Araki*, which has no right to grind against the Foreign Office, has taken a strong attitude in the matter and is denouncing the action of the Foreign Minister.

It has been suggested that as the Free States are given to surrendering, unresistible weapons in token of submission, and burying their weapons in the hope of fighting another day, no submission should be accepted without a Manner rifle as a guarantee of good faith. If the suggestion is adopted, we may witness scenes like that which occurred at a recent military exhibition in Paris. A soldier posted at the entrance, with orders to shoot sticks or umbrellas must be left at the door, challenged a visitor. "You must leave your stick here." "I have no stick," was the reply. "Your umbrella, then," said the soldier. "I have none," protested the visitor. "Then go and fetch one," said the soldier. "My orders are plain; sticks or umbrellas are to be left at the door."

NEW ADVERTISEMENTS

PUSHING AGENTS WANTED in all the principal towns of Asia for the SALE of **ELECTRO-TECHNICAL MATERIALS**. Those who are preferred who can make use of our large Catalogue in the German language. Correspondence in English, German or French. Address, Stating References. European if possible.

BEHRENDTS,
Commandit Gesellschaft,
Calmetstrasse 7-8, Berlin.
Hongkong, 5th June, 1900. [1663]

IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER OF THE ESTATE OF
STUDHOM BROWNIGG
TERRY, late of Victoria, Hongkong, Civil Engineer, Deceased.

NOTICE is hereby given that His Honour Sir JOHN WATKINS, Barrister-at-Law, Knight, C.M.G., D.C.L., LL.D., Chief Justice, has, by virtue of Section 58 of Ordinance No. 3 of 1897, made an Order limiting to the 1st day of September, 1900, for sending in claims against the above Estate.

All Creditors are hereby required to send their claims to the undersigned before the said date.

Date this 2nd day of June, 1900.

J. W. NORTON-KYSHE,
Official Administrator.

1664

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AMOY AND TAIWANFOO.

THE Company Steamship

"THALES,"

Captain Douglas, will be despatched for the above ports TO-MORROW, the 6th instant, at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LARPAK & CO.,
General Managers.

Hongkong, 4th June, 1900. [1660]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SANDAKAN.

THE Company's Steamship

"MAUSANG,"

Captain Kynoch, will be despatched as above on MONDAY, 11th inst., at Noon.

Cargo for KUDAT can be transhipped at Sandakan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 4th June, 1900. [1661]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"MENELAUS,"

Captain Towell, will be despatched as above on TUESDAY, the 10th July.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 5th June, 1900. [1665]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "BRAEMAR."

FROM PORTLAND, OR., YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 4th June, 1900. [1610]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "GOODWIN."

FROM TACOMA, VICTORIA, MORO-RAN, VLADIVOSTOK AND NAGASAKI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LD.,
Agents.

Hongkong, 4th June, 1900. [1610]

STEAMSHIP "LAOS."

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and Havre ex s.s. Cambridge, and Bordeaux ex s.s. President La Ray Lallier, in connection with above Steamer, are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 8 A.M. TO-DAY, the 4th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after MONDAY, the 11th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 11th instant, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 11th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 3rd June, 1900. [1612]

ENTERTAINMENT.

THEATRE ROYAL, CITY HALL.
LECTURE.
IN AID OF THE INDIAN FAMINE FUND.
on
WEDNESDAY,
the 13th June, 1900, at 9.20 P.M.

CAPTAIN PERCY SCOTT, R.N. CB.,
and **CAPTAIN A. H. LIMPUS, R.N.,** have kindly consented to LECTURE upon the subject of the "MOUNTAINS OF THE NAVAL GUNS AND THEIR SUBSEQUENT USE WITH THE LADYSMITH RELIEF COLUMN."

His Excellency Major-General GASCOIGNE, C.M.G., will take the chair.

Prices:—Dress Circle and Stalls (Reserved) One Dollar. Pit (Unreserved) Fifty cents.

Tickets may be obtained from the Comptroller at the City Hall on and after THURSDAY, the 7th day of June, 1900, at 10 A.M.

H. E. POLLOCK,
Hon. Secretary.

Hongkong Odd Volumes Society.

Hongkong, 4th June, 1900. [1655]

GOVERNMENT NOTIFICATION.

IT is hereby notified that the VALUATION LISTS for the Colony for 1900-1901 will be OPEN TO INSPECTION at the Treasury for Twenty-one days, commencing on MONDAY, the 4th June, 1900.

By Command, **F. H. MAY,**
Acting Colonial Secretary.

Colonial Secretary's Office.

Hongkong, 29th May, 1900. [1652]

W. B. BREWER & CO.

ALL NEW.

NAVY AND ARMY, Illustrated, Vol. 9. \$10.50

Butcher's Fashion, Illustrated Summer Number

Basin's Household Management

History of Great Britain, 2 Vols.

Russian-English Dictionary

Spanish Dialogues

Joan of the Sword

Rosier's The Stars and their Use at Sea

Lord Roberts—India

Ed. Potbury

Trial on Boilers

Elementary Seamanship

Know your own Ship

Barber's Navigation

Jamieson's Magnetism

Steam Engine

Threshold of Science

Raskin's Engineering

New Stock Birthday Cards! New Patent

Pictorial Wire, T and Set Squares, Indian

Cigars.

23 & 25, Queen's Road, Hongkong. [31]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK" NAGASAKI

A.I. A.B.C., Scott's and Engineering Codes

Used.

DOCK No. 1 (at TATEGAMI).

Extreme Length

Length on Blocks

Width of Entrance on Top

Width of Entrance on Bottom

Water on Blocks at Spring Tide

DOCK No. 2 (at MUKAJIMA).

Extreme Length

Length on Blocks

Width of Entrance on Top

Width of Entrance on Bottom

Water on Blocks at Spring Tide

PATENT SLIP (at KOSUGE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING of SHIPS.

The COMPANY has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.

[1616]

R. J. REMEDIOS.

FOREIGN AND COLONIAL STAMP DEALER.

No. 37, ELGIN STREET, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.

15 to 25 per cent Discount Allowed [1636]

MITSUI BUSSAN KAISHA

No. 6, ICE HOUSE STREET, PRAYA CENTRAL.

Head Office:—Tokyo.

Branch Office:—LONDON, NEW YORK, HONOLULU, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG, and all Ports in JAPAN.

AGENCIES:—

Mike Coal Mines,

Kanada Coal Mines,

Hokoku Coal Mines,

Yoshinomiya Coal Mines,

Ohnuma Coal Mines,

No. 1, Ohtani Coal Mines,

Ichimura Coal Mines,

Kishima Coal Mines,

Yoshio Coal Mines,

Yamano Coal Mines,

Manama Coal Mines.

The Osaka Shosen Kaisha, Limited.

Tokio Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

Kanagawa Cotton Spinning Mills.

Shanghai Cotton Spinning Mills.

Tokio Cotton Spinning Mills.

Onoda Cement Company.

Imperial Government Paper Mills.

MITSUI BUSSAN KAISHA,
M. FUJISE,
Manager.

Hongkong, 19th August, 1899. [27]

PUBLIC COMPANIES

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the "STAR" FERRY COMPANY, LIMITED, will be held at the COMPANY'S OFFICES, No. 2, Connaught Road, Victoria, Hongkong, on MONDAY, the 11th day of June, 1900, at 12.30 o'clock in the afternoon, when the SUBMITTED RESOLUTION which was passed at the Extraordinary General Meeting of the Company held on the 23rd day of May, 1900, will be submitted for confirmation as a SPECIAL RESOLUTION.

"That the Regulations contained in Table A in so far as they apply to this Company be altered as follows:—

"That the following clause be substituted for Clause 37 of Table A:—The quorum for all the purposes of a General Meeting shall be not less than five members present in person or by proxy, No business shall be transacted at any General Meeting unless the quorum ' requisite be present at the commencement of the business."

By Order, **EDWARD OSBORNE,**
Secretary.

Hongkong, 23rd May, 1900. [1488]

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

ISSUE OF \$100,000 NEW CAPITAL.

In 10,000 SHARES OF \$10 EACH, \$2.50 PAID UP. AT A PREMIUM OF \$8.00 PER SHARE, \$1.50 PAID UP.

NOTICE is hereby given that the Issue of \$100,000 New Capital which was sanctioned at the Extraordinary General Meeting of the Company held on 23rd May, 1900, will be offered to those persons who are registered as Shareholders on the 6th June, 1900, in the proportion of One New Share to Every Old Share.

The New Shares will be issued at a Premium of \$6, making a Total Payment of \$14 per Share, of which \$2.50 per Share and \$1.50 Premium—\$4 in all, will be PAYABLE on the 16th June, 1900, and the Balance when called for.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th June to the 11th June, both days inclusive.

EDWARD OSBORNE,
Secretary.

Hongkong, 23rd May, 1900. [1587]

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

THE CERTIFICATE No. 2,686, dated 3th January, 1900, of the Shares numbered 10,391 to 10,399 in the Company, standing in the name of Mr. JAY BUTT, of Yokohama, has been LOST, and if at the expiration of One month from the date hereof, the above document be not forthcoming, another Certificate will be issued by the Company, and thereafter no other will be acknowledged.

JOHN D. HUMPHREYS & SON,
Governors and Directors.

Hongkong, 12th May, 1900. [1433]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on TUESDAY, the Twenty-seventh day of March, 1900, the following Resolutions were passed:—

1.—That in pursuance of the provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 7th and confirmed on the 27th March and since duly registered, the sum of \$1,250,000 be withdrawn from the Reserve Fund and be carried on and forth July next to the Credit of Capital Account, each Share being credited with a sum of \$25 as paid up thereon in addition to the sum of \$50 now standing to the credit of each Share.

2.—That the balance of \$25 per Share of \$75 Unpaid Capital of the Company be called up, and that a Call be and is hereby made of \$25 per Share upon all the Shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

Shareholders are hereby requested to pay accordingly.

And Notice is also given that, in accordance with Article 34 of the Company's Articles of Association, interest will be charged as from the said 2nd day of July, 1900, at the rate of \$12 per centum per annum upon all Calls remaining unpaid after the 9th day of July, 1900, up to the actual dates of payment of the same.

By Order of the Board,
A. SHELTON HOOPER,
Secretary.

Hongkong, 23rd March, 1900. [916]

OLIVERS FREEHOLD MINES, LIMITED.

NOTICE is hereby given that a FINAL CALL of \$9.50 per Share has been made in respect of the "B" Shares in the above Company, and that such CALL is PAYABLE to the General Manager, at the Office of the Company, 38 and 40, Queen's Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 16th May, 1900. [1848]

WANTED.

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Taipei, 20th November, 1899. [290]

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Hongkong, 16th September, 1899.

SPORT & ANECDOTE.

BY AN OLD POEY.

SWINTON'S TRIUMPH.

It was a notable and well-earned triumph that Swinton achieved over Salford in the final for the Northern Union Cup. The encounter between these old and severely keen rivals was quite the football event in the North last week, and to the casual observer is pleasant to be able to say that the crowd at Fallowfield quite upheld the best traditions of the ground, even though partisan feelings ran high at times. A great, good-humoured gathering followed every incident with intelligent interest, but the turning point in the fortunes of war probably came when one of the Salford players was ordered off by the referee for an infringement. Afterward Swinton monopolised the scoring, and in the end exactly doubled the number of points scored by their opponents, the final reading being 16 points to 8, which are here given with a view to completeness. No football follower in either Lancashire or Yorkshire will need any specific information on the point. By following up the victory of Oldham the former county may fairly be credited with having played their rivals of the White Rose into the background during the past two seasons, the high hopes born of the victory of Leeds Parish Church over Runcorn being doomed to bitter disappointment. Some time has elapsed since I last ventured into the region of Northern Union football, and now I am pleased to admit that early opinions have been improved by the maturing process. There are still some few little matters upon which honest differences of opinion may arise, but hearing in mind the many serious difficulties the officials of the Union have had to contend with, it has to be confessed that the progress made has been little short of phenomenal. I quite believe that the hearts of the organisation are anxious that clubs and players should run perfectly straight, but I must confess that I cannot entirely approve of the Northern Union serving as a harbor of refuge for such clubs as to-day would profess to act up to the axiom that honesty is the best policy, having, like the Scot of venerable memory, "tried bath." Club officials who would juggle with one set of laws for their own private ends would not be over-scrupulous under other restrictions, and it would serve a useful purpose, perhaps, if a period of probation were imposed upon seceders from the Rugby Union whose "past" has been questionable. The topic, however, is running away with my pen, and in coming back once more to the brave Swintonians I would add a tribute of admiration for that sturdy old warrior, "Jim" Valentine, the "mere spinter," who has brought confusion upon his early detractors with a completeness not to be denied. Brighter "stars" may have studied the football grammar for brief periods since the veteran first donned the jersey, but whilst their lustre has faded almost as quickly as it came, Valentine's light has been shining brightly, steadily, loyally, reliably for more years than I for one care to remember.

OUR DAILY RESPIRE.

For the next four months the great army of football players will be banished to well-earned obscurity, and those whose duties practically compel them to be in constant attendance at the big functions of the season will have a respite from goal-kicking and try-getting. In a good many quarters I have heard it said over and over again that the season just brought to a close has seemed to be an interminably lengthy one, and for some few weeks past I know players and club officials have been thoroughly sick and tired of the game. But wages and rents have to be paid, and as long as two or three hundred can be found willing to laugh listlessly around our grounds, so long will programmes run to the very end of April. Of course, there are exceptions, the Swinton-Salford match being a case in point, but I must reiterate my annual grumble about the season being too long. A fortnight lopped off at either end would be a boon to everyone. When one comes to take a casual survey of the centres appropriating the hours of the season, it will be seen that Lancashire takes a fair share with the English Cup and the Northern Union Cup. Sheffield players have again covered themselves with glory, the Wednesday team having won their way by sheer force of merit into the First Division of the League again, and the United making the most gallant struggle against the champions of last season for pride of place. Aston Villa, however, carried too many gains, as the saying goes, and for the second year in succession are installed at the head of what are reputed to be the eighteen strongest Association clubs in the country. And while one could wish that such high honours could be more widely distributed, it is impossible to overlook the marvellously consistent form of the Midland club, for the records show us that Aston Villa have been at the head of the League for five out of the past seven seasons. I have no details to hand as to the actual constitution of the team when they first won the championship in the season of 1893-94, but if my memory is at all reliable three of the present team were sporting the claret-and-blue jerseys during that particular season; these being Dewey, Cowan, and Athol Smith, all of whom have gained international honours. Since the Jubilee year of 1897 Aston Villa have won the English Cup three times, reaching the height of their ambition in the season of 1898-97, when they equalled the performance of Preston, North End by carrying off both the English Cup and the championship of the League, the runners-up in the latter tournament that year being Derby County, who finished eleven points in the rear of the equal winners. This is indeed consistent form.

MORE GLADIATORIAL WORK.

The thousands of keen sportsmen who recently crowded into the time-honoured circus of Ginnel's at Newcastle are entitled to considerable sympathy. For some considerable time prior to the contest between James White

and Curley the appetites of the Novocastrians for a bit of genuine sport had been whetted by the usual splay little items of news from the headquarters of the rival gladiators, in which were detailed the movements of the young champions with scrupulous fidelity. But what a fiasco the affair proved when the men faced each other in the ring! Before the time for the first round had run its course White, we are informed, went in with "a ducking lead," and was immediately "hooked" with a superb blow from Curley, which brought the battle to a prompt finish. "Well may the same pertinent question be again repeated—'What went ye out for to see?' The defeated man has won so many game battles that one does not like to accuse him of any of the shifty practices so dear to the brawny young people who fight most of their battles in the bloodthirsty language of the columns of some of the sporting journals. The canny residents from Tyne-side make very few mistakes when they commence laying odds, and their confidence in Curley upon this occasion must have shown the Midland party that White had to meet a boxer a long way out of the common. How the hero of so many fights fared is now a matter of ancient history as sporting affairs go, and I am afraid that White's reputation has suffered considerably by his visit to the north. He is but a young fellow, however, quiet and steady, and as plucky as he is high. There is absolutely nothing of the "pug" about the Midland youth, and to see him taking his Sunday stroll one would never associate him with the fistie art. The paleness of his complexion borders on pallor, and yet he is credited with phenomenal strength. As to his abilities as a boxer and his knowledge of "the game" in the various phases, his past victories speak eloquently. But on this occasion he happened upon one a bit younger, a bit stronger, and I should imagine, a bit cleverer. With anything like good fortune, and blessed with a continuance of robust health, Curley should prove a worthy successor to that prime northern favourite, Dick Burge. Burge has a knack of going for his man straight off the reel, as I well remember when he felled Dick O'Brien, the "American," in the first round. There was a large and fashionable attendance to see this "great battle," but about 70 seconds saw the beginning and end of it. These big affairs are as often as not disappointing, and my experience has been that for real boxing one can get far superior "stuff" in any first-rate boxing clubroom or in a well-conducted gymnasium. I have assisted at so many fights that nowadays I prefer to take my "sport" at the ringside from the newspapers.

A "DANDY" SPORTSMAN.

From a collection of sporting yarns I was perusing the other day I came across the following, which may be within the recollection of sportsmen in the West of England—"A gentleman, residing in the neighbourhood of Taunton, who is notorious for the strictness with which he guards his preserves, was visiting at the house of a friend, where he was introduced to a third gentleman, an utter stranger to him. In the course of conversation this latter personage, who affected considerable efficiency and dandyism, intimated that he was very desirous of enjoying a day's shooting, at which sport, however, he was a mere tyro. The man of preserves looked at the guest, and in an unusual fit of generosity, promised a day's pleasure. Accordingly, it was agreed that on the next morning he should breakfast with him at his seat, and thence he would accompany him to his covers. Morning came, and with it our sportsman, dressed, not in the usual shooting gear, but in full ball dress, with dancing shoes instead of boots. His hat stared, though rejoicing that nothing more formidable was about to be introduced into his preserves. The meal concluded, he takes him to the window. 'There is the cover,' I regret that I cannot accompany you." (Had he been an ardent sportsman, he would have followed him like one of his own pointers.) The dandy went, and he proved to be an undaunted marksman. The birds rose, and fell as quickly, until the keeper spied him, demanded his name, rushed to his master. "He has my permission, John; the pumps and silk stockings will only frighten the birds a little, ah!" "Why Lord bless me, sir, he's knocking 'em down right and left—he's killed a bushel!" Away, runs the astonished owner; the stranger had already killed five hares, twenty pheasants, and two cocks. Enraged, the owner eyes his married friends, and explanation ensues—the never-missing shot is warned off the aviator, pumps, silk stockings, and all. It was Captain M.—a celebrated sportsman of that character."

ANOTHER CURIOUS CHARACTER.

William Day relates in his always interesting reminiscences some crisp anecdotes of Mr. Ralph Etwell, a thorough sportsman of the old school, to whom reference has before been made in this column. The rare old trainer writes—"He was peculiar, as I have said, and one of his peculiarities was, that he would never allow you to give any of his servants the smallest gratuity. He used to say that he paid them, and that that was enough. Acting strictly on the same principle, he would never give anything to anybody's else's servants, no matter what they might have done for him. Nevertheless, on one occasion, when leaving Dunebury late on a very dark night, he was tricked into departing from this rigid rule. The man that held his horse, knowing his oddity, kept walking before him with a lighted lantern. This naturally elicited an inquiry as to what he was looking for. 'Sir,' answered the man gravely, 'I have dropped that shilling if you gave it to me.' This had an electrical effect, and in an unguarded moment Mr. Etwell parted with the memorable coin. But never before or afterwards, to the best of my knowledge, was he compelled, to so indiscreet an act of liberality." There may be some difference of opinion upon the point of indiscretion, as probably a martinet like this rare old

sportsman would find out had he to travel about much in these times. At one time the name of Rary, the horse-tamer, was on the lips of everyone. He certainly accomplished some wonderful things with apparently unmanageable and vicious horses. The following little story concerning a well-known thoroughbred, the property of Lord Dorchester, may be of interest. "Craiser, the horse notorious as unfit for anything, because of his dreadful temper, became under Mr. Rary's treatment as quiet as a lamb in the stable. But though he made his tamer's fortune, he remained useless for practical purposes, for I never heard of his winning or even running anywhere afterwards. Mr. Rary made £10,000 in one sum by disclosing his secret to a select number of gentlemen and trainers, anxious to add to their store of knowledge, and pay £25 for the privilege. In other words, there were 400 persons who paid for the information. But I am told that even Mr. Rary could never understand how, out of America, such an intelligent body of men, at such a price, could have been got together—a rather cutting commentary on the prodigality of the Englishmen."

NOTICES TO CONSIGNEES

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"OLDENBURG."
OF THE NORDDEUTSCHER LLOYD.
The above named steamer having arrived, Consignees of cargo are hereby informed that Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained. Optional cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th June will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 6th June, and MONDAY, the 11th June, at 9.30 A.M.
All claims must reach us before the 14th June, or they will not be recognised.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the undersigned.
NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.
Hongkong, 30th May, 1900.

FOR HAMBURG, PENANG, AND SINGAPORE.

THE N.G.L. Steamship

"FREIBURG."
Captain Prosch, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.
Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY.
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 7th instant will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst. at 3 P.M.
No Fire Insurance has been effected.
SIEMSEN & CO., Agents.
Hongkong, 1st June, 1900. 1649

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, PORT SAID, SUEZ, AND STRAITS.

THE P. & O. S. N. Co's Steamship

"CANTON."
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.
Goods not cleared by the 8th instant, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.
A. M. MARSHALL, Acting Superintendent.
Hongkong, 2nd June, 1900.

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VINOLIA.

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TOILET SOAPS
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AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM SHANGHAI

THE Steamship

"INDIA."
Having arrived, Consignees of Cargo are hereby informed that their Goods, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.
No claims will be admitted after the Goods have left the Godowns, and all claims must be sent into the Office of the undersigned before Noon, on the 8th instant, or they will not be recognised.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 8th instant, will be subject to rent.
Bills of lading will be countersigned by SANDER, WIELER & Co., Agents.
Hongkong, 2nd June, 1900. 1638

NOTICE TO CONSIGNEES.

S. S. "AFGHANISTAN."

FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th instant will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 7th instant, or they will not be recognised.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst. at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.
Hongkong, 1st June, 1900. 1648

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK, SINGAPORE AND MANILA.

THE Steamship

"LIV."
Having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, and stored at Consignees' risk and expense.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th instant will be subject to rent.
All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on the 6th instant, at 2.30 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.
Hongkong, 1st June, 1900. 1646

BEKANNTMACHUNG.

DIE ENTRAGUNGEN in das Handelsregister sowie anderweitige Bekanntmachungen des Kaiserlichen Konsulats werden im Jahre 1900 durch die Zeitung "Das OSTERREICHISCHE LLOYD" in Shanghai und "THE HONGKONG DAILY PRESS" in Hongkong veröffentlicht werden.
Canton den 27. December, 1899.
DER VERWESER DES KAISERLICHEN KONSULATS, ZIMMERMANN.

BEKANNTMACHUNG.

DIE BEKANNTMACHUNGEN aus dem diesseitigen Handelsregister sowie andere gesetzlich vorgeschriebene Veröffentlichungen werden im Jahre 1900 durch die "OSTERREICHISCHE LLOYD" und die "HONGKONG DAILY PRESS" erfolgen.
Swatow, den 19. December 1899.
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HISTORICAL SKETCH

TO WHICH IS ADDED AN ACCOUNT OF THE CELEBRATIONS

OF

21st to 24th JANUARY, 1891.

AND A

DESCRIPTION OF THE INDUSTRIES

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Hongkong, 27th January, 1891. 167

APOL & STEEL

PILLS

A Remedy for all irregularities.

Suffering from Indigestion, Biliousness, &c.

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A. S. WATSON & CO., LTD., HONGKONG.

MARTIN, Chemist, SOUTHAMPTON, ENGLAND.

3130

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BEER	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via Ports of Call.	BALLAARAT	Brit. str.	—	C. L. W. Field	P. & O. S. N. Co.	On 9th inst. at Noon.
LONDON via SUEZ CANAL	AGAMENNON	Brit. str.	—	Nish	BUTTERFIELD & SWIRE	On 12th inst.
LONDON via SUEZ CANAL	ANTENOR	Brit. str.	—	M. H. F. Jackson	BUTTERFIELD & SWIRE	On 24th inst.
LONDON via SUEZ CANAL	MENLAUS	Brit. str.	—	Towall	BUTTERFIELD & SWIRE	On 10th July.
LONDON	BENJAMIN	Brit. str.	—	Kreiss	GIBB, LIVINGSTON & CO.	On 9th inst.
LIVERPOOL DIRECT	DIOMED	Brit. str.	—	Goodwin	BUTTERFIELD & SWIRE	On 13th inst.
BRISBANE, via Ports of Call.	SACHSEN	Ger. str.	—	Dannemann	MELCHERS & CO.	On 14th inst. at Noon.
MARSEILLES, HAVRE & COPENHAGEN, via B'k	MALAYA	Dan. str.	—	Prall	MELCHERS & CO.	On or about 14th inst.
MARSEILLES, LONDON & ANTWERP, via S' PORE, &c.	AWA MARU	Jap. str.	—	N. Trenant	NIPPON YUSEN KAISHA	On 13th inst. at Daylight.
MARSEILLES & LONDON	SOCTRA	Brit. str.	—	T. H. Hite, E.M.R.	P. & O. S. N. Co.	On or about 15th inst.
HAVRE & HAMBURG	SAMIA	Ger. str.	—	Fuchs	CARLOWITZ & CO.	On or about 22nd inst.
HAVRE & HAMBURG	FREIBURG	Ger. str.	—	G. Schmitt	CARLOWITZ & CO.	On or about 24th July.
TRIESTE, &c. via Ports of Call.	WITTENBERG	Ger. str.	—	Hempel	CARLOWITZ & CO.	On or about 17th July.
NEW YORK via SUEZ CANAL	GISELA	Aus. str.	—	F. Moser	SANDER, WIELER & CO.	On 9th inst. P.M.
NEW YORK via SUEZ CANAL	ALBENGA	Ger. str.	—	Oetermann	CARLOWITZ & CO.	On or about 24th inst.
NEW YORK via SUEZ CANAL	ALBENGA	Ger. str.	—	Peterson	CARLOWITZ & CO.	On or about 24th July.
VICTORIA, B.C. & TACOMA	SUKI	Brit. str.	—	—	DOUGLAS & CO. LIMITED	On or about 15th July.
VICTORIA, B.C. &c. via SHANGHAI &c.	GOODWIN	Brit. str.	—	A. Jackson	DOUGLAS & CO. LIMITED	On 15th inst.
VANCOUVER, via SHANGHAI &c.	RIJUN MARU	Jap. str.	—	J. W. Ekstrand	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
PORTLAND, OREGON &c.	EMPEROR OF CHINA	Brit. str.	—	R. Archibald, E.M.R.	CANADIAN PACIFIC R. CO.	To-morrow.
SAN FRANCISCO via SHANGHAI &c.	BRAEMAR	Brit. str.	—	W. Watt	DOUGLAS & CO. LIMITED	On 12th inst.
SAN FRANCISCO via SHANGHAI &c.	CITY OF RHODE ISLAND	Aus. str.	—	—	PACIFIC MAIL S. S. CO.	On 9th inst. at Noon.
SAN FRANCISCO via SHANGHAI &c.	TAIYUAN	Brit. str.	—	—	P. & O. S. N. Co.	On 10th inst. at Noon.
SAN FRANCISCO via SHANGHAI &c.	AMERICA MARU	Jap. str.	—	—	OTO KISEN KAISHA	On 24th inst. at Noon.
SAN DIEGO &c. via KOBE &c.	BEIJAN KING	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst.
AUSTRALIAN PORTS	TAIYUAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 8th inst. at Noon.
YOKOHAMA, via NAGASAKI & KOBE	ROHILLA	Brit. str.	—	C. H. S. Tongue, E.M.R.	P. & O. S. N. Co.	On or about 9th inst.
KOBE & YOKOHAMA	HITACHI MARU	Jap. str.	—	G. Anderson	NIPPON YUSEN KAISHA	On 9th inst. at Daylight.
MOJI & KOBE	ASTRALIAN	Brit. str.	—	P. Helms	GIBB, LIVINGSTON & CO.	To-day, at Noon.
TIENTSIN	NANSHANG	Brit. str.	—	Finlayson	SHEWAN TOMES & CO.	On 7th inst.
SWATOW, AMOY & FOCHOW	BENGAL	Brit. str.	—	S. Barclay	P. & O. S. N. Co.	On or about 10th inst.
SWATOW, AMOY & TAIWANFOO	HAITAN	Brit. str.	—	Roach	DOUGLAS LAFRAIK & CO.	To-day, at 10 A.M.
SWATOW, AMOY & TAIWANFOO	THALES	Brit. str.	—	Douglas	DOUGLAS LAFRAIK & CO.	To-morrow, at 10 A.M.
SWATOW, AMOY & TAIWANFOO	ANPING MARU	Jap. str.	—	I. Sato	MIYOSHI BUSSEN KAISHA	On 13th inst. at Daylight.
SWATOW, AMOY & TAIWANFOO	MAIZURU MARU	Jap. str.	—	T. Ogata	MIYOSHI BUSSEN KAISHA	On 10th inst. at Daylight.
MANILA	TAIYUAN	Brit. str.	—	Nelson	BUTTERFIELD & SWIRE	On 5th inst.
MANILA	DIAMANTE	Brit. str.	—	G. J. Blackland	SHEWAN TOMES & CO.	On 7th inst. at 5 P.M.
SINGAPORE, PENANG & BOMBAY	BORNEO	Ital. str.	—	Sartorio	CARLOWITZ & CO.	On 9th inst. at Noon.
SINGAPORE, COLOMBO & BOMBAY	INDIA	Aus. str.	—	A. Martinovich	SANDER, WIELER & CO.	To-day, P.M.
SANDAKAN	MAUSANG	Brit. str.	—	Kynoch	JARDINE, MATHESON & CO.	On 11th inst. at Noon.
SAMARANG & SOERABAYA	SHANTUNG	Brit. str.	—	Quill	BUTTERFIELD & SWIRE	On 12th inst.

SHIPPING.

ARRIVALS.
June 3, CEDARRANK, British 4m. bark, 2,640, Bachelors, Barry 1st January, Coal.
June 3, TESSICA, Austrian str., 2,313, C. V. Swadlow, London 29th April, General.
June 3, DUTCH, British schooner, 390, Thos. Askin, Rong 10th May, Timber.—SIXMSEN & CO.
June 4, THALES, British str., 320, J. Douglas, Amoy 2nd June, General.—DOUGLAS LAFRAIK & CO.
June 4, DIAMANTE, British str., 1,255, Ramsey, Manila 14th June, General.—SHEWAN TOMES & CO.
June 4, CHOYKANG, British str., 1,194, Bowker, Canton 3rd June, General.—JARDINE, MATHESON & CO.
June 4, SANDAKAN, German str., 1,374, C. M. M. Sander, Sandakan 30th May, Timber.—MELCHERS & CO.
June 4, HANOT, French str., 740, Pannier, Hai-phong 2nd June and Hoihow 3rd, General.—A. R. MARY.
June 4, CHANGCHEW, British str., 1,213, F. Webb, Penang 25th May and Singapore 25th, General.—CHANGCHEW.
June 4, BRAEMAR, British str., 2,316, Wm. Watt, Portland (Or) and Moji 30th May, General.—DOUGLAS & CO. LIMITED.
June 4, GOODWIN, British str., 2,832, Jackson, Tacoma, U.S.A. 26th April, General.—DOUGLAS & CO. LIMITED.
June 4, PHIA, Greek, Chom Kiao, British str., 1,012, C. C. McLaughlin, Bangkok 29th May, Rice.—BUTTERFIELD & SWIRE.

CLEARANCES.

At the Harbour Master's Office, 4th June.
Sungking, British str., for Manila.
Hikosan Maru, Japanese str., for Kutchinotzu.
India, Austrian str., for Amoy.
Haitan, British str., for Swatow.

DEPARTURES.

June 2, NANOHANG, British str., for Canton.
June 3, ELBE, German str., for Cleve.
June 3, ABLE, British str., for Sydney.
June 3, S. RICHMOND, British str., for Canton.
June 3, HAILONG, British str., for Swatow.
June 3, ANNA, Austrian str., for Singapore.
June 3, CHOWFA, British str., for Europe.
June 3, MAZAGON, British str., for Nagasaki.
June 4, SALAZAR, French str., for Amoy.
June 4, LYEMOON, German str., for Canton.
June 4, KISHING, British str., for Canton.
June 4, NANYANG, German str., for Saigon.
June 4, INDIA, Austrian str., for Amoy.
June 4, UNDAUNTED, British str., for Singapore.
June 4, LAOS, French str., for Shanghai.
June 4, HAITAN, British str., for Swatow.

VESSELS IN DOCK.

ABERDEEN DOCKS.—
KOWLOON DOCKS.—U.S.S. Monterey, W. H. Smith, U.S.S. Oregon, H.M.S. Undaunted, Thales, Zaire, U.S.S. Oregon, Changsha.
COSMOPOLITAN DOCK.—Independent, Dow-wings, Heungshan, Macheu.

SHIPPING REPORTS.

The British steamer *Diamond*, from Manila 1st June, had light northerly winds and fine weather.
The British steamer *Chia Chon Kiao*, from Bangkok 29th May, had light monsoon and fine weather throughout.
The British steamer *Changsha*, from Penang 25th May and Singapore 25th, had light variable winds and fine weather throughout.
The British steamer *Thales*, from Taiwanfo and Amoy 2nd June, had light N.E. winds and fine weather to Amoy. From Amoy to port light variable winds and showers. Steamers in Amoy—*Ichang*, *Yuping*, *Haitan*, *Anping*, *Mara*, *Holchow*, *Kuchin*, *Ningpo*, *Chili*, *Bellerophon* and bark *Contest*.

VESSELS ON THE BERTH

THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.
FOR MARSEILLES, HAVRE AND COPENHAGEN, via BANGKOK.
THE Company's Steamship.
Captain Prall, will be despatched as above about MONDAY, the 4th June, a.e.
For Freight or Passage, apply to MELCHERS & CO., Agents.
Hongkong, 19th May, 1900. 1530

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship.

"HAITAN"
Captain Roach, will be despatched for the above ports TO-DAY, the 5th inst., at 10 A.M.
For Freight or Passage, apply to DOUGLAS LAFRAIK & CO., General Managers.
Hongkong, 2nd June, 1900. 1534

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MOJI AND KOBE.
THE Steamship.

"AUSTRALIAN"
Captain P. Helms, will be despatched for the above ports TO-DAY, the 5th inst., at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A. Stewardess and a duly qualified Surgeon are carried.
For Passage, apply to GIBB, LIVINGSTON & CO., Agents.
Hongkong, 30th May, 1900. 1616

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, COLOMBO AND BOMBAY.
(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT, and ADEBIAT PORTS.)
THE Company's Steamship.

"INDIA"
Captain A. Martinovich, will be despatched as above TO-DAY, the 5th June, P.M., instead of as previously advertised.
Europe cargo is transhipped on arrival at Bombay in close connection.
For information as to Freight, apply to SANDER, WIELER & CO., Agents.
Hongkong, 31st May, 1900. 1535

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
THE Company's New Steamship.

"DIAMANTE"
Captain G. J. Blackland, will be despatched for the above port on THURSDAY, the 7th inst., at 5 P.M.
The attention of Passengers is directed to the Excellent Accommodation provided by this steamer. She is fitted throughout with Electric Light.
For Freight or Passage, apply to SHEWAN TOMES & CO., General Managers.
Hongkong, 1st June, 1900. 1642

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.
THE Company's Steamship.

"NANCHANG"
Captain Finlayson, will be despatched as above on THURSDAY, the 7th June.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 29th May, 1900. 1606

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship.

"TAIYUAN"
Captain Nelson, will be despatched as above on FRIDAY, the 8th June.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 29th May, 1900. 1603

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON &c.	BALLAARAT	Noon, 9th June	See Special Advertisement.
SHANGHAI	BENGAL	About 9th June	Freight or Passage.
YOKOHAMA via NA-GASAKI & KOBE.	ROHILLA	About 9th June	Freight or Passage.
MARSEILLES AND LONDON	SOCTRA	About 15th June	Freight.

For Further Particulars, apply to
A. M. MARSHALL, Acting Superintendent.
Hongkong, 27th March, 1900. 1

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINE.

(FREIGHT SERVICE.) (FREIGHT SERVICE.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LIEBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and SALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS	SAILING DATES.
*SARNIA	(HAYRE & HAMBURG)	{ 6th June } Freight and Passage.
Capt. Fuchs	(London with transshipment in Hamburg)	
*SAMBIA	(HAYRE & HAMBURG)	{ About 23rd } Freight.
Capt. G. Schmitt	(London with transshipment in Hamburg)	June
ARMENIA	(NEW YORK)	{ About 29th } Freight.
Capt. Ostermann	(via Suez Canal)	June
FREIBURG	(HAYRE & HAMBURG)	{ About 6th } Freight.
Capt. Prosch	(London with transshipment in Hamburg)	July
WITTENBERG	(HAYRE & HAMBURG)	{ About 17th } Freight.
Capt. Hempel	(London with transshipment in Hamburg)	July

* These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.
For further particulars as to Freight, Passage, etc., apply to CARLOWITZ & CO., AGENTS.
HAMBURG-AMERIKA LINE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.
Hongkong, 23rd May, 1900. 13

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—0,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

EMPEROR OF CHINA. Comdr. R. Archibald, E.M.R. WEDNESDAY, 6th June, 1900

EMPEROR OF INDIA. Comdr. O.P. Marshall, E.M.R. WEDNESDAY, 27th June, 1900

EMPEROR OF JAPAN. Comdr. G. A. Lee, E.M.R. WEDNESDAY, 18th July, 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder Street.

Hongkong, 5th April, 1900. 9

VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERICA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LEGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	THURSDAY	SAILING DATES.
SACHSEN	THURSDAY	14th June.
OLDENBURG	THURSDAY	28th June.
BAYERN	THURSDAY	12th July.
STUTTGART	THURSDAY	26th July.
KONIG ALBERT	THURSDAY	9th August.
WEIMAR	THURSDAY	23rd August.
PRINZ HEINRICH	THURSDAY	6th September.
PREUSSEN	THURSDAY	20th September.
HAMBURG (Hamburg-America Line)	WEDNESDAY	3rd October.
SACHSEN	WEDNESDAY	17th October.
OLDENBURG	WEDNESDAY	31st October.
BAYERN	WEDNESDAY	14th November.
STUTTGART	WEDNESDAY	28th November.

ON THURSDAY, the 14th day of June, 1900, at Noon, the Steamship "SACHSEN," of the NORDDEUTSCHER LLOYD, Captain G. Dannemann with MAILES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 12th June. Cargo and Freight will be received on Board until 5 P.M. on WEDNESDAY, the 13th June, and Parcels will be received at the Agency's Office until Noon, on WEDNESDAY, the 13th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cube in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 31st May, 1900. 18

NORTHERN PACIFIC

STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA. IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO. OREGON RAILROAD AND NAVIGATION CO.

Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
GOODWIN	4,421	A. Jackson	June 13	BRAEMAR	3,601	W. Watt	June 12
GLENGOLE	3,750	W. Frazer	July 3	ANGVILL	2,907	W. S. Thomson	June 31
QUEEN ADELAIDE	2,332	F. McNair	July 25	MONSIEUR	2,374	J. Kennedy	Aug. 4
DUKE OF FIFE	3,821	J. S. Cox	July 28	BRAEMAR	3,601	W. Watt	Aug. 25

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, 247.

Excellent accommodation. First class Table. Doctor and STEWARDESSE carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, 241.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery to the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG to VICTORIA, TACOMA, or PORTLAND, 225.

The best route to the KLONDIKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA and PORTLAND to DYE and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, Goods Shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to DODWELL & CO. LIMITED, General Agents.

Hongkong, 24th May, 1900. 19

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*RIJUN MARU J. W. Ekstrand	{ VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA	{ TUESDAY, 5th June, at 4 P.M.
HITACHI MARU G. Anderson	{ KOBE and YOKOHAMA	{ FRIDAY, 8th June, at DAYLIGHT
AWA MARU N. Trenant	{ MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT RAID	{ WEDNESDAY, 13th June, at DAYLIGHT

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE. The Company's Steamship

"TAIYUAN." Captain Nohu, will be despatched as above on FRIDAY, the 8th June, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamship. The First-class Saloon is situated forward of the Engine Room. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th May, 1900. [1004]

BEN LINE OF STEAMERS.

FOR LONDON.

"BENLARG." Captain Krohn, will be despatched as above on about SATURDAY, the 9th June.

For Freight or Passage apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 19th May, 1900. [1513]

THE OSAKI SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

"NAIDZURU MARU." Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 10th June, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 4th June, 1900. [15]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, June 23, 1900, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, July 21, 1900, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Aug. 16, 1900, at Noon.

THE Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on TUESDAY, the 26th June, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Ports of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States should be sent to the Company's Office in Seal Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 16th May, 1900. [3]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

"AGAMEMNON." Captain Nish, will be despatched as above on TUESDAY, the 12th June.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 4th May, 1900. [1359]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG & SOERABAYA.

"SHANTUNG." Captain Quail, will be despatched as above on TUESDAY, the 12th June.

For Freight apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th May, 1900. [1580]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

"ANTENOR." Captain M. H. F. Jackson, will be despatched as above on TUESDAY, the 26th June.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th May, 1900. [1517]

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BARATIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"BALLAARAT." Captain C. L. W. Field carrying Her Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 9th June, 1900, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo to a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 26th May, 1900. [1]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, June 10, at Noon.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, July 6, at Noon.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, July 31, at Noon.

THE Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 9th June, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Ports of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States should be sent to the Company's Office in Seal Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 16th May, 1900. [3]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

"AGAMEMNON." Captain Nish, will be despatched as above on TUESDAY, the 12th June.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 4th May, 1900. [1359]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG & SOERABAYA.

"SHANTUNG." Captain Quail, will be despatched as above on TUESDAY, the 12th June.

For Freight apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th May, 1900. [1580]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

"ANTENOR." Captain M. H. F. Jackson, will be despatched as above on TUESDAY, the 26th June.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th May, 1900. [1517]

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA (FLORENCE AND RUMATING UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG, AND BOMBAY.

Having connection with the Company's Mail Steamers to ADEEN, SUET, PORT SAID, MESSINA, NAPLES, LEGHORN, and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, TIRRENIAN, and SOUTH AMERICAN PORTS up to CALAIS.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BORMIDA." Captain Sartorio, will be despatched as above on SATURDAY, the 9th June, at Noon.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding freight and passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 31st May, 1900. [7]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, COLOMBO, BOMBAY, KARACHI, ADEEN, SUET, PORT SAID, PUEME, AND TRIESTE.

(Taking Cargo at through rates to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, and ADRIATIC PORTS).

THE Company's Steamship

"GISELA." Captain F. Mosca, will be despatched as above on SATURDAY, the 9th June, P.M.

Silk and Valuable are transhipped on arrival at Bombay into an accelerated liner.

For information as to Passage and Freight, apply to SANDER WIELER & CO., Agents.

Hongkong, 31st May, 1900. [10]

THE OSAKI SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFO.

THE Company's Steamship

"ANPING MARU." Captain I. Sato, will be despatched for the above ports on WEDNESDAY, the 13th June, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 33rd May, 1900. [1443]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

(Taking Cargo at London rates) THE Company's Steamship

"DIOMED." Captain Goodwin, will be despatched as above on WEDNESDAY, the 13th June.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th May, 1900. [1398]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

COPTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, June 10, at Noon.

GAELIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, July 14, at Noon.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Aug. 7, at Noon.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on TUESDAY, the 10th June, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 2nd May, 1900. [14]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"SIKH" will be despatched for the above port on or about the 10th July.

For Freight, apply to DODWELL & CO., Ld., Agents.

Hongkong, 1st June, 1900. [1641]

VESSELS ON THE BERTH

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "BELGIAN KING" On 12th June.

S.S. "THETA" About 20th June.

THE Steamship "BELGIAN KING" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE, YOKOHAMA and HONOLULU on 12th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to ports beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. [14]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROD M. SLOAN & CO., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ALBENGA." Captain Peterson, will be despatched for the above port on or about 24th July.

For Freight, apply to CARLOWITZ & CO., Agents.

Hongkong, 30th May, 1900. [1917]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAMBURG-AMERICA LINE HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ARMENIA." Captain Ostermann, will be despatched for the above port on or about 29th June.

For Freight, apply to CARLOWITZ & CO., Agents.

Hongkong, 24th May, 1900. [1490]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service home to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan, Hongkong, 4th August, 1897.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

ABERDEEN, Amer. ship, Colcord.—Order.

HONGKONG STEAMERS.

Aparado, German str., 611, Bapizian, June 2.

Australian, British str., 3,000, Holmes, June 2.

Braemar, British str., 2,315, Watt, June 4.

Canton, British str., 2,164, Lockstone, June 2.

Canton, British str., 1,100, Lawrence, June 2.

Changsha, British str., 1,463, Moore, May 29.

Changsha, British str., 1,213, Webb, June 4.

Changsha, British str., 1,194, Bowker, May 24.

Chowshan, British str., 1,251, Messer, May 21.

City of Rio de Janeiro, Amer. str., 2,275, Ward, June 2.

Devaungsa, Brit. str., 1,037, Curtis, April 17.

Diamond, British str., 1,225, Ramsay, June 4.

Empress of China, British str., 2,008, Aardhals, May 30.

Esikala, British str., 1,236, Dover, May 30.

Freiburg, German str., 3,070, Prosch, June 1.

Goodwin, British str., 2,332, Jackson, June 4.

Hainan, German steamer, 648, Clausen, June 2.

Hanoi, French steamer, 749, Pannier, June 4.

Hikosan Maru, Jap. str., 2,245, Holstrom, May 31.

Hohoe, French steamer, 307, Gedinan, June 2.

VESSELS ON THE BERTH

POST OFFICE NOTICES.

The *Coptic*, with the American Mail, left Yokohama on Thursday, the 31st ultimo, at daylight, and may be expected here on or about Thursday, the 7th instant.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Swallow, Amoy, and Poochow	Haitan	Tuesday, 5th, 9.00 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA, VICTORIA and VANCOUVER, B.C.	Express of China	Wednesday, 6th, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Samshui and Wuchow	Samshui	Thursday, 7th, 4.00 P.M.
Manila, Thursday Island, Cooktown, Brisbane, Sydney and Melbourne	Taiyuan	Friday, 8th, 3.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	City of Rio de Janeiro	Saturday, 9th, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Singapore, Penang and Bombay	Bombay	Saturday, 9th, 11.00 A.M.
Manila and Wuchow	Manila	Monday, 11th, 4.00 P.M.
Moji, Kobe, Yokohama, San Diego and San Francisco	Moji	Tuesday, 12th, 11.00 A.M.
Moji, Kobe, Yokohama and Portland, Or.	Moji	Wednesday, 13th, 11.00 A.M.
Moji, Kobe, Yokohama, Victoria and Tacoma	Moji	Thursday, 14th, 11.00 A.M.
Europe, &c. India via Tientsin	Europe	Registration, with late fee of 10 cents, up to 10.45 A.M. Letters 11.00 A.M.

TO-DAY.
Sale of Crown Land, 3 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.
SATURDAY, 2nd June.
EXCHANGE.

ON LONDON	111 1/2
Telegraphic Transfer	111 1/2
Bank Bills, on demand	111 1/2
Bank Bills, at 30 days sight	111 1/2
Bank Bills, at 4 months sight	111 1/2
Credits, at 4 months sight	111 1/2
Documentary Bills, 4 months sight	111 1/2
ON PARIS	240 1/2
On demand	240 1/2
Credits, at 4 months sight	240 1/2
ON GERMANY	200 1/2
On demand	200 1/2
ON NEW YORK	47 1/2
Bank Bills, on demand	47 1/2
Bank Bills, 60 days sight	47 1/2
ON BOOMAY	140 1/2
Telegraphic Transfer	140 1/2
Bank, on demand	140 1/2
ON CALIFORNIA	140 1/2
Telegraphic Transfer	140 1/2
Bank, on demand	140 1/2
ON SHANGHAI	71 1/2
Bank, at sight	71 1/2
Private, 30 days sight	72 1/2
ON YOKOHAMA	31 p.p.m.
On demand	31 p.p.m.
ON MANILA	21 p.p.m.
On demand	21 p.p.m.
ON SINGAPORE	11 p.p.m.
On demand	11 p.p.m.
ON BATAVIA	11 p.p.m.
On demand	11 p.p.m.
ON HONGKONG	3 p.p.m.
On demand	3 p.p.m.
ON SINGAPORE	23 p.p.m.
On demand	23 p.p.m.
ON BANGKOK	90
On demand	90
SOVEREIGNS, Bank's Buying Rate	10 1/2
GOLD LEAF, 100 fine, per tael	22 1/2
SILVER, per oz.	27 1/2

Quotations are—
Allow 1/2 net to 1 entry.
Malwa New \$880 to 1 per picul.
Malwa Old \$890 to 8000
Malwa Older \$890 to 8000
P. P. per wrapped \$875 to 1
Persian fine quality \$810 to 1
Patna New \$890 to 1 per chest.
Patna Old \$1,000
Benares New \$1,000
Benares Old \$1,000

PASSENGERS.

ARRIVED.
Per *Cheongchee*, from Penang, &c., 567 Chinese.
Per *Diamond*, from Manila, Dr. Mulley, Misses Pope and Johnson, Mr. and Miss Arvela, Messrs. J. Rivera, J. Rivera, Jr., E. Rivera, P. Lanza, and Jensen and 196 Chinese.
Per *Thales*, from Amoy, Messrs. W. S. Orr, Matsume, Ohly and 2 children.
Per *Pha Chua Chua*, from Bangkok, Mr. M. E. Marla and wife.

VESSELS EXPECTED.

THE ENGLISH MAIL.
The P. & O. steamer *Zealand* left Singapore for this port on the 2nd instant, at 5 p.m., with the outward English mails, and is due here on the 7th instant, at about 8 a.m.

THE GERMAN MAIL.
The Imperial German Mail steamer *Bayern*, carrying the German Mail for this port via Berlin of the 1st instant, left Colombo on Friday, the 1st instant, and may be expected here on or about Tuesday, the 12th instant.

THE AMERICAN MAIL.
The T. K. K. steamer *America* left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki, and Shanghai, on the 10th ultimo.

The O. & S. steamer *Coptic*, with mails, &c., from San Francisco to the 11th instant, via Honolulu has arrived at Yokohama, and left for this port on the 31st ult., via Inland Sea, Kobe, Nagasaki and Shanghai.

The P. M. steamer *City of Peking*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 23rd ultimo.

The C. P. R. steamer *Empress of India* left Vancouver on Monday, the 28th ult., for Hongkong via the usual ports of call.

The Apear Line steamer *Catherine Apear*, from Calcutta, left Singapore for this port on the 31st ultimo.

MERCHANT STEAMERS.
The O. S. S. steamer *Dardanis* left Singapore on the 30th ult., and is due in Hongkong about 4th instant.

The N. G. I. steamer *Bombay* left Singapore for this port on the 30th ultimo, and is due here on or about the 5th instant.

The N. Y. K. steamer *Hibiki Maru* (European Line) left Singapore for this port on the 31st ult., and is expected to arrive here on the 5th inst.

The China Mutual steamer *Poling*, from Glasgow and Birkenhead, left Singapore for this

JOINT STOCK SHARES.

HONGKONG, 4th June.

Stocks.	No. of Shares.	Issue Price.	Paid Up.	Last Dividend.	Closing Quotations.
BANKS.					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	30/- div. & 10/- bonus at 1/11/12 = \$22.53 for 2nd half year '99	317 p. et. pr. = \$221.25
Bank of China & Japan, Ltd.	100,000	40	40	None	26 1/2
Do. Deposed	1,250	41	41	None	26 1/2
Bank of China & Japan, Ltd.	19,970 A	210	210	2 1/2 for 1899	\$27, sales and buyers
National Bank of China, Ltd.	20,055 B	210	210	2 1/2 for 1899	\$27, sales and buyers
Do. Deposed	720,515	21	21	None	\$27
MARINE INSURANCE.					
Union Ins. Society, Ltd.	10,000	\$250	\$250	35 p. et. = \$18 for 1898	\$260, buyers
China Traders Ins. Co., Ltd.	24,000	\$83.33	\$83.33	10 p. et. for 1898 and 30 p. et. for 1899	\$84, sales and buyers
North China Ins. Co., Ltd.	5,000	\$100	\$100	10 p. et. for 1898	Tia. 105
Yangtze Ins. Assoc., Ltd.	8,000	\$100	\$100	80-10 p. et. for 1897	\$121, sellers
Central Insurance Co., Ltd.	10,000	\$250	\$250	50 p. et. for 1898	\$320, sales and buyers
Straits Insurance Co., Ltd.	20,000	\$100	\$100	50 p. et. for 1895	\$1
FIRE INSURANCE.					
Hongkong Fire Ins. Co., Ltd.	5,000	\$250	\$250	\$27 for 1898	\$285, sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$100	\$30 for 1898	\$79, sales
SHIPPING.					
Hongkong, Canton and Swatow	80,000	\$10	\$10	\$1.30 for half year ended 31-12-99	\$301, buyers
Macao S. N. Co., Ltd.	60,000	\$10	\$10	50 p. et. for 1899	\$89, sellers
Indo-China S. N. Co., Ltd.	6,000	\$50	\$50	20 p. et. for 1899	\$100, old & new issue
China & Manilla S. S. Co., Ltd.	14,000	\$50	\$50	ex old Capital	\$71, new issue
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 p. et. for year ending 30-6-99	\$294, sellers
China Mutual S. N. Co., Ltd.	20,000	\$10	\$10	10 p. et. & bonus of 2a	410 1/2
Do. Ordinary	20,000	\$10	\$10	10 p. et. & bonus of 2a	43 1/2, buyers
Do. do.	10,000	\$10	\$10	10 p. et. & bonus of 2a	\$18, sales and buyers
Star Ferry Co., Limited	18,000	\$10	\$10	Final of 5 p. et. = 80 p. et. for 1899	\$200, buyers
Shell Transport & Trading Co., Limited	18,000	\$10	\$10	Final of 5 p. et. = 80 p. et. for 1899	\$200, buyers
REFINERIES.					
China-Sugar Refining Company, Limited	20,000	\$100	\$100	Final of 5 p. et. = 80 p. et. for 1899	\$125, sellers
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	Final of 5 p. et. = 80 p. et. for 1899	\$80, sales
MINEING.					
Panama Mining Co., Ltd.	60,000	\$5	\$5	None	\$415, sellers
Do. Preference	30,000	\$1	\$1	None	\$430
Societe Fran. des Char. de la Chine	10,000	\$250	\$250	None	\$200, sellers
Queens Mines, Limited	40,000	\$25	\$25	5 p. et. half year ended 31-12-99	\$12-50, old and new issue
Jeha Mining and Trading Company, Ltd.	45,000	\$5	\$5	5 p. et. for 1899	\$8
Ramb. Australian Gold Mining Co., Limited	200,000	\$1	\$1	10 p. et. for 1899	\$8
Oliver Freehold Mines, Limited	15,000	\$5	\$5	None	\$3
Great Eastern and Cal. Gold Mining Co., Ltd.	140,000	\$4	\$4	First year	50 p. et. sales
Do. Preference	70,000	\$1	\$1	First year	40 p. et. sales
DOCKS, WHARVES, &c.					
Hongkong and Wharves Co., Ltd.	12,500	\$125	\$125	Spec. Dividend for 1899	485 p. et. pr. = \$737.25
Do. do.	30,000	\$50	\$50	Final of 5 p. et. = 80 p. et. for 1899	\$361
Wanchai Wharves and Storage Co., Ltd.	2,600	\$100	\$100	Final of 5 p. et. = 80 p. et. for 1899	\$64, buyers
New Amoy Dock Co., Ltd.	6,000	\$60	\$60	25 p. et. for 1899	\$21, buyers
LANDS, HOTELS & BUILDINGS.					
Hongkong Land Investment Co., Ltd.	30,000	\$100	\$100	Final of 5 p. et. = 80 p. et. for 1899	\$134, buyers
Wanchai Wharves and Storage Co., Ltd.	6,000	\$50	\$50	Final of 5 p. et. = 80 p. et. for 1899	\$251, sellers
West Point Building Co., Ltd.	12,500	\$50	\$50	Final of 5 p. et. = 80 p. et. for 1899	\$48, sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	Final of 5 p. et. = 80 p. et. for 1899	\$104, buyers
Humphreys Est. & Fin. Co.	50,000	\$10	\$10	5 p. et. for 1899	\$104, sellers
CORPORATE MILES.					
Ewa Cotton Spinning and Weaving Co., Ltd.	17,600	\$100	\$100	3 p. et. for period ending 31-12-99	Tia. 65
International Cotton Co., Ltd.	10,000	\$100	\$100	3 p. et. on account	Tia. 62 1/2
Laos-kung-mow Cotton Spinning Co., Ltd.	5,000	\$100	\$100	3 p. et. on account	Tia. 70
Spin & Weave Co., Ltd.	2,000	\$100	\$100	3 p. et. on account	Tia. 37 1/2
Soy Chee Cotton Spinning Co., Ltd.	2,500	\$100	\$100	3 p. et. on account	Tia. 57
Yahloong Cotton Spinning Co., Ltd.	2,000	\$100	\$100	3 p. et. on account	Tia. 37, sellers
Wong & Dye Co., Ltd.	12,000	\$100	\$100	3 p. et. on account	Tia. 37, sellers
MISCELLANEOUS.					
Green Island Cement Co., Ltd.	50,000	\$10	\$10	10 p. et. for 1899	\$204, sellers
China Cement Co., Ltd.	7,500	\$10	\$10	10 p. et. for 1899	\$24, buyers
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	10 p. et. for 1899	\$10, sellers
Hongkong Electric Co., Ltd.	80,000	\$10	\$10	10 p. et. for 1899	\$12, buyers
Hongkong and China Gas Co., Ltd.	30,000	\$10	\$10	10 p. et. for 1899	\$127
Hongkong Rops Mfg. Co., Ltd.	10,000	\$50	\$50	10 p. et. for 1899	\$170
Geo. Fenwick & Co., Ltd.	6,000	\$25	\$25	10 p. et. for 1899	\$44, sellers
Hongkong Ice Co., Ltd.	5,000	\$25	\$25	10 p. et. for 1899	\$105
Tranvays Co., Ltd.	1,250	\$100	\$100	10 p. et. for 1899	\$105, buyers
Dairy Farm Co., Ltd.	10,000	\$74	\$74	10 p. et. for 1899	\$8, sales and buyers
Caracul & Co., Ltd.	25,000	\$25	\$25	10 p. et. for 1899	\$50
Hk & China Bakery Co., Ltd.	10,000	\$50	\$50	10 p. et. for 1899	\$10, buyers
Campbell Moore & Co., Ltd.	10,000	\$50	\$50	10 p. et. for 1899	\$11, buyers
Sell's Alabaster & Aggr. Co., Ltd.	10,000	\$50	\$50	10 p. et. for 1899	\$11, buyers
United Alabaster Oriental Agency, Limited	100,000	\$10	\$10	10 p. et. for 1899	\$11, buyers
Tekma Planting Co., Ltd.	10,000	\$50	\$50	10 p. et. for 1899	\$11, buyers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$20	\$20	10 p. et. for 1899	\$9,90, sellers
Watkins, Limited	1,000	\$10	\$10	10 p. et. for 1899	\$104, sellers

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 1st JUNE, 1900.

REGISTER, 1st JUNE, P.M.						
STATION.	Hour.	Barometer.	Therm. in Shade.	Wet Bulb Therm.	Humidity.	Wind.
Vladivostok	2 p.	29.87	68	—	85	SE
Tokyo	2 p.	29.88	70	—	85	SE
Kobe	"	29.89	70	—	85	SE
Nagasaki	"	29.90	70	—	85	SE
Yokohama	"	29.91	70	—	85	SE
Taihouku	1 p.	29.92	70	—	85	SE
Taipei	"	27.83	—	—	—	—
Tainan	"	29.96	74	61	—	—
Koshu	3 p.	29.96	77	70	85	SE
Pescadore	"	29.96	82	75	95	SE
Sharp Peak	"	29.88	81	75	95	SE
Amoy	"	29.82	82	91	85	SE
Canton	"	29.83	82	91	85	SE
Hongkong	4 p.	29.83	70	73	85	SE
Victin Peak	"	29.82	—	—	—	—
Swatow	"	29.82	84	—	85	SE
Macao	"	29.82	84	—	85	SE
Haiphong	1 p.	29.80	65	57	—	—
Manila	4 p.	29.80	—	—	—	—
Ninhue	6 p.	29.80	—	—	—	—
Hanoi	"	29.81	83	—	—	—
Helo	"	29.81	88	—	—	—
Cebu	"	29.81	88	—	—	—
C. S. James	"	29.81	88	—	—	—
2nd JUNE, A.M.						
Vladivostok	7 a.	29.90	60	60	63	SE
Tokyo	7 a.	29.91	60	60	63	SE
Kobe	"	29.92	60	60	63	SE
Nagasaki	"	29.93	60	60	63	SE
Koshu	5 a.	29.94	60	60	63	SE
Taihouku	"	29.94	60	60	63	SE
Tainan	"	29.94	60	60	63	SE
Koshu	"	29.95	60	60	63	SE
Pescadore	"	29.95	60	60	63	SE
Amoy	9 a.	29.95	71	95	85	SE
Sharp Peak	"	29.95	70	95	85	SE
Swatow	"	29.96	70	82	85	SE
Canton	"	29.97	70	82	85	SE
Haiphong	10 a.	29.98	78	80	85	SE
Victin Peak	"	29.91	70	—	—	—
Swatow	"	29.91	70	—	—	—
Macao	"	29.91	70	—	—	—
Manila	7 a.	29.96	60	60	63	SE
Ninhue	10 a.	29.96	60	60	63	SE
Manila	9 a.	29.96	60	60	63	SE
Hanoi	"	29.96	60	60	63	SE
Helo	"	29.96	60	60	63	SE
Cebu	"	29.96	60	60	63	SE
C. S. James	7 a.	29.96	60	60	63	SE